



## CITY OF LODI COUNCIL COMMUNICATION

**AGENDA TITLE:** Measure K Renewal Expenditure Plan Discussion and Direction  
**MEETING DATE:** February 15, 2006  
**PREPARED BY:** Public Works Director

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**RECOMMENDED ACTION:** That the City Council discuss the draft Measure K Renewal Expenditure Plan and provide direction.

**BACKGROUND INFORMATION:** The Measure K Renewal effort has been progressing for the past two years. A key element of the Renewal is an updated Expenditure Plan which guides and implements the %-cent sales tax.

The proposed Plan is fundamentally structured similar to the current Plan with four broad categories of projects but includes a variety of changes that have been debated and revised; and the debate continues. The two past versions of the draft Expenditure Plan are available on the San Joaquin Council of Governments (SJCOG) website at [http://www.sicog.org/sections/measure\\_k/program\\_renewal](http://www.sicog.org/sections/measure_k/program_renewal).

At a recent Technical Advisory Committee (TAC) meeting, an amended version dated February 2006 was presented and is attached. Note that the Plan does not contain project cost estimates. The major items of discussion, along with Lodi staffs comments, are:

- Local Street Repair and Roadway Safety – 35% allocation – This percentage of the program is the same as the current Measure K, with the addition of "safety" in the category title. At one point during the renewal effort, there was a proposal to separate repairs from safety with a 30/5 split, but it has since been recombined. Staff has no strong preference on this but feels the combined program is simpler to administer.

However, there has been significant debate over how this money is to be allocated to the agencies. The current program splits the funds 50% to San Joaquin County with the rest allocated to the Cities based on population. A variety of proposals have been considered that would shift more funds to the Cities. The current proposal is to provide a 2010 base amount to each agency based on the current formula. The base amount would be indexed and increased over time. Over time, any increase above the adjusted base amount would be allocated to each jurisdiction based on population. The County is insisting that they be given a minimum of 40%. The TAC has agreed to a formula with a 40% minimum.

Technical staff could debate, ad nauseum, details on lane miles, population and other options for "fair" allocation of these funds. Lodi staff has consistently supported methods which would not result in the County losing funds from current levels (hence the "base amount" concept) and the notion that program revenue increases should be allocated on a uniform basis, such as population. Noting that there are many assumptions being made about future growth revenue and that the various scenarios are relatively close in what the County would receive, Lodi staff, at the TAC meeting, supported the 40% minimum guarantee to San Joaquin County but also supports formally reviewing the formula mid-way (15 years) through the program, rather than every three years, as is currently proposed.

- Congestion Relief – 32.5% allocation – This is the major road project portion of the program which has provided funding for past Lodi projects such as Lower Sacramento Road, Kettleman Lane

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APPROVED:

A handwritten signature in black ink, appearing to read "Blair King".

Blair King, City Manager

and the Highway 99/12 interchange. The allocation is increased from 25% in the current program. A key assumption in this category is that State and Federal funds will also be available to build these projects. Simply listing a project does not mean that sufficient funds will be available to build it. 60% is allocated to State highway projects and 40% to jurisdictions (based on population). Highway 12/Kettleman Lane projects are split between the categories, which merits discussion.

The significant recent change in this category that directly affects Lodi is deleting the widening of Highway 12 between Lodi and 1-5 and adding safety improvements west of 1-5 to the County line. Given that both projects are probably underestimated (\$48 million and \$97 million respectively) and that the entire program is likely under-funded, staff feels the simplest solution is to list both. Staff also suggests that the Council determine their priority for these two projects.

- Rail/Bus/Bicycles – 30% allocation – This category includes funds for continued Altamont Commuter Express (ACE) and transit services, as well as a small amount for bicycle projects. The allocation is slightly reduced from 32.5% in the current program, recognizing that the current program included funding for multi-modal stations which have nearly all been built or funded. While staff has no fundamental issues with this category, we do have concerns that the impression is that the San Joaquin Regional Transit District and ACE are the only eligible transit agencies. While SJCOG has been supportive of Lodi's efforts to obtain funding in this category, it has been a continuing struggle.
- Railroad Crossing Safety – 2.5% allocation – This category has been reduced from the current program's 7.5%. This category is probably the most "unfunded" of the program. The latest program revenue estimate is \$63 million. The project list is roughly \$370 million. Statewide, the State funds \$15 million per year based on their priority scheme. The draft Plan had included using this scheme to prioritize these local projects, but the latest revision approved by the TAC calls for a local scheme.

Staffs opinion is that Lodi, the County and other small cities will not fare well under the State scheme and supports development of a local method. There is no point in allocating funds to projects that will never come up with the rest of the funding, but the funds do need to be distributed equitably in the Region.

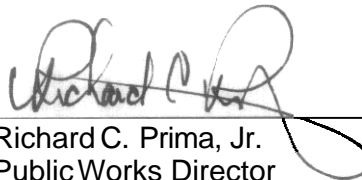
Staffs understanding is that the draft Expenditure Plan will be considered by the SJCOG Board at its February meeting. Following preliminary approval, it will be sent to the members for formal review and comment or approval.

**FISCAL IMPACT:**

Measure K is a major funding source for the City's transportation program and needs to be renewed. While debate over details is fine, staff strongly recommends that we work with SJCOG and the members to arrive at a compromise plan to put forward to the voters.

**FUNDING AVAILABLE:**

Not applicable.



Richard C. Prima, Jr.  
Public Works Director

RCP/pmf

Attachments

cc: Andy Chesley, San Joaquin Council of Governments

# MEASURE K RENEWAL

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## SAN JOAQUIN COUNTY TRANSPORTATION IMPROVEMENT PLAN

PRELIMINARY DRAFT – FEBRUARY 2006



SAN JOAQUIN COUNCIL OF GOVERNMENTS



## Measure K Expenditure Plan

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### TABLE OF CONTENTS

Executive Summary.....	Page 2
San Joaquin County Transportation Authority.....	Page 4
Statement of Principles.....	Page 5
Category Descriptions and Allocations.....	Page 7
Administration.....	Page 21
Taxpayer Accountability Safeguards.....	Page 23



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# **SAN JOAQUIN COUNTY LOCAL TRANSPORTATION IMPROVEMENT PLAN**

## **EXPENDITURE PLAN**

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This document contains the San Joaquin County Local Transportation Improvement Plan. This Expenditure Plan, which is required to be adopted by the San Joaquin County Transportation Authority pursuant to Public Utilities Code commencing with Section 180000, is the legal document implementing the local retail transactions and use tax and specifying the method of allocation of the local retail transactions and use tax revenues and other requirements of the Measure. The Ordinance becomes effective at the close of the polls on the day of the election at which the local transportation measure is approved by the voters. The full text of the Expenditure Plan is provided on the following pages.

### **Member Jurisdictions**

City of Escalon  
City of Lathrop  
City of Lodi  
City of Manteca  
City of Ripon  
City of Stockton  
City of Tracy  
County of San Joaquin

## EXECUTIVE SUMMARY

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This Transportation Improvement Plan is aimed at remedying the existing over \$7.0 billion deficiency in transportation funding in San Joaquin County while promoting improved air quality. It also mandates local development fees and regional growth coordination. The Plan calls for street repairs, safety and operational improvements on local streets and roads, projects to reduce congestion on streets and highways, passenger rail and bus service to provide alternatives to the car and improve the air quality of the San Joaquin Valley, and separation of streets from railroads at designated crossings to improve safety.

Revenue to fund the Plan comes from the continuation of the existing one half percent (1/2 %) sales tax and will be limited to a 30-year period. The measure is estimated to generate \$2.552 billion for programs.

Categorical Allocations are as follows:

- 35% or \$883 million to Local Street Repairs and Roadway Safety
  - 86% or \$759 million for local street repairs
  - 14% or \$124 million for roadway safety
- 32.5% or \$820 million to Congestion Relief Projects
- 2.5% or \$63 million for Railroad Crossing Safety projects
- 30% or \$756 million to Passenger Rail, Bus and Bicycles:
  - 39% or \$295 million to passenger rail transit
  - 49% or \$370 million for bus transit
  - 5% or \$38 million for bus rapid transit capital
  - 7% or \$53 million for pedestrian and bicycle facilities

By law, the Local Transportation Authority (LTA) can take no more than one percent (1%) of gross revenues for administrative salaries and benefits.

### **CATEGORICAL ALLOCATIONS**

**LOCAL STREET REPAIR AND ROADWAY SAFETY** - These funds are apportioned according to a baseline allocation and the annual increase of sales tax revenue over the baseline allocation. The baseline allocation is the total Local Street Repair funding collected in 2010 divided 50% to San Joaquin County, 50% to the incorporated cities. Individual city allocations are by their proportionate share of the total incorporated population. **The baseline allocation will be increased annually for inflation by the lesser of the national Consumer Price Index (CPI) or the actual annual growth in sales tax revenue.** The increase over baseline allocation will be divided between all jurisdictions by population percentage of the total incorporated and unincorporated population. This formula will be reviewed and, if necessary, revised every three years. These funds must be used to augment current transportation spending and cannot be used to replace general fund expenditures.

- **Local Street Repair** includes expenditures to rehabilitate local streets, curbs, gutters, sidewalks, and roadway shoulders.
- **Roadway Safety** promotes motorist safety including fog reflectors, median barriers, roadway shoulders, emergency vehicle traffic signal pre-emption systems, and safe routes to schools.

**CONGESTION RELIEF PROJECTS** – These are projects of regional importance, which add lanes to roadways or provide operational improvements that increase roadway capacity. Projects include state highway facilities and local roadway facilities. Funding will be used in combination with other revenue sources such as state funds or local fees to deliver projects and can be loaned to the state to deliver a project sooner than would normally be expected through the State Transportation Improvement Program (STIP) process. Sixty percent (60%) of the funds are dedicated to state highway projects. Forty percent (40%) of the funds are dedicated to local roadway projects according to the population of local jurisdictions.

**PASSENGER RAIL, BUS AND BICYCLES** - It is the intent to use sales tax revenue to match and supplement state and federal funds for passenger rail transit, bus transit, and pedestrian/bicycle facilities.

- **Passenger Rail Transit** includes expenditures to promote and upgrade passenger rail service in the Stockton - Bay Area corridor over the Altamont and the Modesto - Stockton - Sacramento corridor. Eligible costs include but are not limited to operations, locomotives and passenger cars, track improvements, train and grade crossing controls.
- **Bus Transit** promotes bus service between the cities within San Joaquin County for all trip purposes. Expenses for capital such as vehicles and operations are eligible. Funding is used for bus programs to promote peak hour, commute service as well as bus services for the elderly and persons with disabilities. These funds can be used for park and ride lots, express bus service, greater frequencies on existing peak hour routes, trip reduction programs to new employment centers and service to other counties. The San Joaquin Regional Transit District (SJRTD) is to receive a minimum allocation of 50% for programs in this category.
- **Bus Rapid Transit Capital** provides funding specifically for infrastructure to support Bus Rapid Transit service. Bus Rapid Transit provides express bus service with fewer stops and higher frequencies that are similar to light rail. Bus Rapid Transit requires priority to be given to buses through traffic signal priority and could allow buses to run on designated high occupancy roadway lanes or separate lanes, including off roadway corridors. Bus Rapid Transit can include interregional/intra-city commute, inter-city, and elderly/**persons with disabilities** bus service.
- **Pedestrian/Bicycle Facilities** promotes pedestrian/bicycle facility projects including commute facilities, recreational facilities, cross walks, and traffic calming projects.

**RAILROAD CROSSING SAFETY PROJECTS** – These are projects to provide motorist safety at railroad crossings. Projects include grade separation facilities, meant to separate roadways from railroads, as well as at-grade improvements. A list of potential underpasses or overpasses of railroad tracks on local streets and roads throughout San Joaquin County has been presented. **The Authority will adopt criteria to prioritize the listing.**

## **SAN JOAQUIN COUNTY TRANSPORTATION AUTHORITY**

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The San Joaquin Council of Governments is designated the San Joaquin County Local Transportation Authority, pursuant to the provisions of Public Utilities Code Section I, Division 19 commencing with Section 180000. The Local Transportation Authority was created by the San Joaquin County Board of Supervisors to carry out the activity delineated in the San Joaquin County Local Transportation Improvement Plan.

### **SJCOG Board Members**

Fiscal Year 2005-06

Councilman Gary Haskin, Chair - City of Escalon  
Councilman John W. Harris, Vice Chair - City of Manteca  
Supervisor Jack Sieglock - San Joaquin County  
Mayor Gloryanna Rhodes - City of Lathrop  
Mayor Dan Bilbrey - City of Tracy  
Vice Mayor Gary Giovanetti - City of Stockton  
Councilman Larry Hansen - City of Lodi  
Supervisor Victor Mow - San Joaquin County  
Mayor Ed Chavez - City of Stockton  
Mayor **Chuck Winn** - City of Ripon

### **Ex-Officio Members**

**Kome Ajise** - Caltrans District 10  
Ron Coale - Port of Stockton  
Duane Isetti- San Joaquin Regional Transit District



## STATEMENT OF PRINCIPLES

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The San Joaquin Council of Governments (SJCOG) is designated as the Local Transportation Authority (LTA) for the county under the provisions contained in SB 142 (Chapter 786, Statutes of 1987) in order to carry out the activities described in this Expenditure Plan.

The Plan was prepared by the San Joaquin Council of Governments in concert with community leaders, elected officials, management and technical staff from member cities and the County and interested members of the general public.

The Local Transportation Authority's principles are as follows:

1. A balanced transportation network of highways, local streets, rail and bus transit and regional planning are necessary to preserve the quality of life and a healthy viable economy for San Joaquin County residents.
2. Improved air quality is an important goal for San Joaquin County as well as the entire San Joaquin Valley. Alternatives to the single occupant automobile are important contributors to improved air quality. The implementation of this Plan must be consistent with the adopted Air Quality Plan for San Joaquin County and the San Joaquin Valley Air Basin.
3. It is estimated that there is currently a need for over \$7.0 billion to fund:
  - Street repair, safety and improvements on local streets and roads;
  - Congestion relief projects to accommodate existing crowding of streets and highways;
  - Capital and operating assistance for passenger rail and bus service;
  - Local match requirements for state and federal funding.
4. State and Federal monies are insufficient to meet San Joaquin County's transportation needs. A local retail transactions and use tax for transportation improvements has been demonstrated to be the funding method best suited to match other revenue sources to meet San Joaquin County's needs.
5. All investments in capital facilities and improvements must be within San Joaquin County or directly service the interests of San Joaquin County residents.
6. In order to accommodate San Joaquin County population growth so that it does not occur at the expense of current residents, the cities and the county in San Joaquin will maintain and collect both local traffic mitigation fees and a regional transportation impact fee to pay for growth-induced transportation facilities.
7. To receive Local Street Repair and Roadway Safety funding the cities and the county in San Joaquin must have adopted both local traffic mitigation fees and a regional transportation impact fee.
8. To implement the Plan, management, technical and most importantly citizen oversight is essential.

**TABLE 1**

ANTICIPATED SAN JOAQUIN COUNTY  
THIRTY YEAR REVENUE FROM A ½ % SALES TAX  
FOR CATEGORICAL ALLOCATIONS

Thirty Year Revenue Total in 2005 Dollars: \$2,522,000,000

CATEGORICAL ALLOCATIONS  
(30-Year Estimate in 2005 Dollars)

NET FOR ALLOCATION			\$2,522,000,000
LOCAL STREET REPAIR AND ROADWAY SAFETY			
		<b>35%</b>	\$883,000,000
Local Street Repair	86%	\$759,000,000	
Roadway Safety	14%	\$124,000,000	
CONGESTION RELIEF PROJECTS			
		<b>32.5%</b>	\$820,000,000
PASSENGER RAIL, BUS AND BICYCLES			
		<b>30%</b>	\$756,000,000
Passenger Rail Transit	39%	\$295,000,000	
Bus Transit	49%	\$370,000,000	
Bus Rapid Transit Capital	5%	\$38,000,000	
Pedestrian/Bicycle Facilities	7%	\$53,000,000	
RAILROAD CROSSING SAFETY IMPROVEMENTS			
		<b>2.5%</b>	\$63,000,000

These revenue allocations are for illustrative purposes and are estimates only. Actual allocations to each category will be based on the percentages listed above.

## CATEGORY DESCRIPTIONS

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### **CONGESTION RELIEF IMPROVEMENTS**

Thirty-two and one-half percent (32.5%) of the net revenue generated under this measure will be allocated to regional capacity improvement projects. For the purposes of this Plan, "capacity improvement projects" are those capital projects which add lanes to roadways, improve traffic operations, or expand transit capabilities. The cost of these congestion relief projects can include such items as traffic signals, channelization, curbs and gutters, shoulders, bus rapid transit infrastructure, **capital improvements at the Stockton Metropolitan Airport**, project development, etc. as long as these costs are directly related to the project.

### **STATE HIGHWAY PROJECTS**

Many more state highway improvement projects are needed to address the congestion and safety problems than existing state and federal revenues can fund. Of the total funds available in the Congestion Relief Category, sixty percent (60%) of the funds will be used to match federal and state revenues to complete **projects of benefit to the state highway system including, but not limited to:**

#### **Interstate 205**

Widen from 6 to 8 lanes between I-580 and I-5

#### **Interstate 5**

Widen from 6 to 8 through lanes between I-205 and Eight Mile Road

#### **Route 4 (Crosstown Freeway)**

Improve interchanges with I-5 and Route 99

#### **Route 12**

Widen from 4 to 6 lanes between Lower Sacramento Road and Route 99 and provide safety improvements west of I-5 to the San Joaquin County line

#### **Route 12 / Route 88**

Widen from 2 to 4 lanes within the joint Route 88/Route 12 corridor

#### **Route 99**

Widen from 4 to 6 lanes between Route 120 and Route 4 (Crosstown Freeway)

#### **Route 120**

Widen from 4 to 6 lanes between I-5 and Route 99

#### **Highway Access to the Port of Stockton**

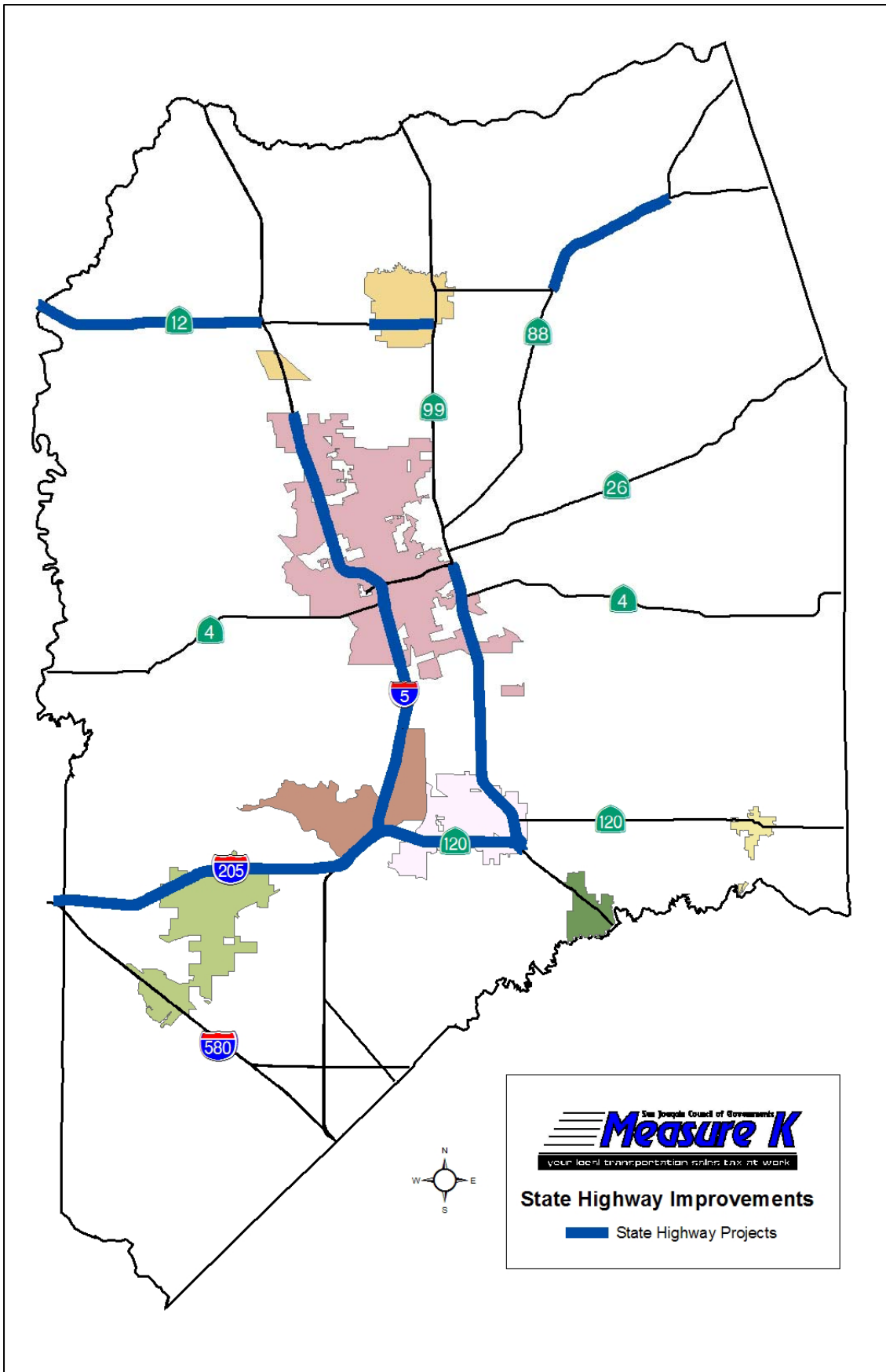
Improve access to the Port of Stockton from I-5 while enhancing the neighboring residential community

#### **Interstate 205 Parallel Rail Freight Shuttle**

Implement rail freight shuttle between the Port of Stockton and Port of Oakland to divert truck freight traffic from the I-205 corridor

#### **Freeway Service Patrol**

Provide motorist assistance on priority state highways to reduce congestion caused by disabled vehicles



## **LOCAL ROADWAY PROJECTS**

Forty percent (40%) of the Congestion Relief Category funding may be used to match state and local revenues as well as regional transportation impact fee funding to provide capacity improvements to local roadways in each of the cities and County of San Joaquin. These funds are apportioned to the local jurisdictions according to their proportionate share of the total incorporated and unincorporated population. The local jurisdictions will identify and prioritize projects for funding requests to the Authority. The Authority will allocate funds consistent with the Regional Transportation Plan. **Projects that have an approved Project Study Report, or equivalent, and are included in the Regional Transportation Plan will receive an allocation approval automatically from the Authority in the first ten years of the program (2011 to 2021) so long as the allocation does not exceed the total Congestion Relief funds available to that jurisdiction over the life of the Measure K program.** Eligible projects include, but are not limited to:

### **Escalon Planning Area:**

#### **Campbell Road Extension**

Construct 2-lane extension of Campbell Road between Sante Fe Avenue and Rt. 120.

#### **Ullrey Avenue / McHenry Avenue Intersection**

Reconstruct intersection of Ullrey Avenue and McHenry Avenue including addition of turn pockets, improvement of traffic signal and installation of train pre-emption system for BNSF railroad crossing.

#### **California Street / McHenry Avenue Intersection**

Relocate intersection of California Street and McHenry Avenue to include realignment of California Street to a new 4-way intersection of California Street, Weis Way and McHenry Avenue.

#### **McHenry Avenue Widening**

Widen from 2 to 4 lanes between Roosevelt Avenue and First Street including relocation of traffic signal at intersection of First Street and McHenry Avenue.

#### **Escalon-Belota Road**

Widen from 2 to 4 lanes between Mariposa Road and Escalon City limit.

### **Lathrop Planning Area:**

#### **Interstate 5 / Louise Avenue Interchange**

Reconstruct interchange of I-5 and Louise Avenue.

#### **Interstate 5 / Lathrop Road Interchange**

Reconstruct interchange of I-5 and Lathrop Road.

### **Manteca Planning Area:**

#### **Route 120 / McKinley Avenue Interchange**

Construct new interchange at Rt. 120 and McKinley Avenue.

#### **Route 99 / Austin Road Interchange**

Reconstruct interchange of Rt. 99 and Austin Road.

**Louise Avenue**

Improvements (Main to Rt. 99)

**Route 120 / Main Street Interchange**

Reconstruct interchange of Rt. 120 and Main Street.

**Route 120 / Airport Way Interchange**

Reconstruct interchange of Rt. 120 and Airport Way.

**Route 120 / Union Road Interchange**

Reconstruct interchange of Rt. 120 and Union Road.

**Airport Way**

Widen from 2 to 4 lanes between Lathrop Road and French Camp Road and from 4 to 6 lanes between French Camp Road and Arch Road

**Lodi Planning Area:****Pine Street**

Widen from 2 to 3 lanes between Cherokee Lane and Beckman Road.

**Victor Road**

Widen from 2 to 4 lanes between Cherokee Lane and Cluff Avenue including construction of median.

**Hutchins Street**

Widen from 3 to 4 lanes between Kettleman Lane and Lodi Avenue.

**Harney Lane**

Widen from 2 to 4 lanes between Lower Sacramento Road and Rt. 99 including construction of raised landscaped median.

**Ham Lane**

Widen from 2 to 4 lanes between Lodi Avenue and Elm Street.

**Central Avenue**

Widen from 2 to 3 lanes between Kettleman Lane and Lodi Avenue including construction of raised landscaped median.

**Route 99 / Kettleman Lane (Route 12 West) Interchange**

Reconstruct interchange of Rt. 99 and Kettleman Lane (Rt. 12 West).

**Route 99 / Harney Lane Interchange**

Reconstruct interchange of Rt. 99 and Harney Lane.

**Route 99 / Turner Road Interchange**

Reconstruct interchange of Rt. 99 and Turner Road.

**Turner Road**

Widen from 2 to 4 lanes between I-5 and the Lodi City limits

## **Ripon Planning Area:**

### **Stockton Avenue**

Widen from 2 to 4 lanes between 2nd Street and 5th Street.

### **Route 99/ Main Street / UPRR Interchange**

Reconstruct interchange of Rt. 99 and Main Street including reconstruction of Main Street overcrossing of UPRR and intersection improvements at Stockton Avenue and East Main Street.

### **Route 99/ Wilma Avenue / UPRR Interchange**

Reconstruct interchange of Rt. 99 and Wilma Avenue including reconstruction of Wilma Avenue overcrossing of UPRR.

### **Route 99/ Jack Tone Road / UPRR Interchange**

Equity adjustment for reconstructing the interchange of Rt. 99 and Jack Tone Road including reconstruction of Jack Tone Road overcrossing of UPRR.

### **Jack Tone Road**

Widen from 2 to 4 lanes between Ripon City limits and Mariposa Road.

## **Stockton Planning Area:**

### **Pacific Avenue**

Widen from 6 to 8 lanes between the Calaveras River and Hammer Lane including reconstruction of intersections, addition of turn and acceleration/deceleration lanes, and reconstruction/extension of a raised landscaped median.

### **Thornton Road**

Widen to 6 lanes between Bear Creek and Hammer Lane including reconstruction of intersections, addition of turn and acceleration/deceleration lanes, and construction of a raised landscaped median.

### **Eight Mile Road Expressway**

Widen to 8 through lanes between I-5 and Rt.99 including reconstruction of intersections, addition of turn and acceleration/deceleration lanes, and construction of a raised median.

### **Airport Way**

Reconstruct intersections, add turn lanes, and install traffic signal improvements between Harding Way and Industrial Drive

### **Mariposa Road**

Widen from 2 to 4 lanes between Rt. 99 and Jack Tone Road.

**Interstate 5 Widening and Access Improvements from French Camp Road To Route 12**

**Route 99 Widening and Access Improvements from French Camp Road to Eight Mile Road**

**All Interchange Projects In The Existing Measure K Program**

## **Tracy Planning Area:**

### **Corral Hollow**

Widen from 2 to 4 lanes between Linne Road and Parkside Road including construction of median and sidewalk.

### **Mac Arthur Drive**

Widen from 2 to 4 lanes between Valpico Road and Schulte Road including construction of median and sidewalk. Construct 4 lane extension of Mac Arthur Drive between Monte Diablo Road and Eleventh Street including construction of median and sidewalk.

### **Grant Line Road**

Widen from 2 to 4 lanes between Parker and Mac Arthur Drive including construction of median and sidewalk.

### **Schulte Road**

Construct 4 lane extension of Schulte Road between Corral Hollow Road and Lammers Road including construction of median and sidewalk.

### **Interstate 205 / Lammers Road Interchange**

Construct new interchange of I-205 and Lammers Road.

### **Interstate 205 / Mac Arthur Drive Interchange**

Improve ramps at interchange of I-205 and Mac Arthur Drive.

### **Eleventh Street**

Improve roadway between Mac Arthur Drive and I-5 including installation of traffic signal and/or roundabout improvements at intersections, center median, and an eastbound auxiliary lane at selected areas of Eleventh Street corridor.

### **Linne Road**

Widen from 2 to 4 lanes between Tracy Boulevard and Chrisman Road.



## **LOCAL STREET REPAIRS AND ROADWAY SAFETY**

Cities and the County will share thirty-five percent (35%) of the net sales tax revenue for local street repairs, roadway safety and operations improvements as determined by the local jurisdiction. Local jurisdictions will receive an annual funding allocation on a formula basis according to a baseline allocation and the sales tax revenue increase over the baseline allocation. The baseline allocation is the total Local Street Repair funding collected in 2010 divided 50% to San Joaquin County, 50% to the incorporated cities. Individual city allocations are by their proportionate share of the total incorporated population. **The baseline allocation will be increased annually for inflation by the lesser of the national Consumer Price Index (CPI) or the actual annual growth in sales tax revenue.** The increase over baseline allocation will be divided between all jurisdictions by population percentage of the total incorporated and unincorporated population. The Authority will review the allocation formula every three years to determine if the formula is operating in an equitable manner.

### **Local Street Repair**

Local Street Repair includes expenditures to rehabilitate local roadways as determined by the local jurisdiction. It is the intent of the California State Legislature and the Authority that revenues provided under this measure be used to supplement existing revenues being used for local street maintenance projects and programs.

#### **Maintenance of Effort Policy:**

- A JURISDICTION CANNOT REDIRECT MONIES CURRENTLY BEING USED FOR LOCAL STREET MAINTENANCE PURPOSES TO OTHER USES, AND THEN REPLACE THE REDIRECTED FUNDS WITH LOCAL STREET MAINTENANCE DOLLARS FROM THE RETAIL TRANSACTION AND USE TAX. To meet the requirements of state law, a jurisdiction must demonstrate maintenance or a minimum level of local street and road expenditures in conformance with procedures adopted in ordinance by the Authority. Monies from this program may not go to a city's or the County's "General Fund".
- The Authority shall annually update the base year and preceding three year base period for the establishment of an annual minimum based on the information available from the State Controller's Annual Report of Financial Transactions for Streets and Roads.
- An annual independent audit will be conducted to verify that the Maintenance of Effort requirements were met by the local jurisdictions. Any local jurisdiction which does not meet its Maintenance of Effort requirement in any given year may have its Local Street Repair funding reduced in the following year by the amount by which the jurisdiction did not meet its required Maintenance of Effort. Such funds shall be redistributed to the remaining eligible jurisdictions.
- A jurisdiction may use monies from this source to offset the loss of traffic fee revenue from exempted "affordable housing units" as defined in the Regional Fair Share Housing Plan.
- Local jurisdictions may "lend" any of their allocation to another agency so that projects could be expedited as long as a formal agreement is executed by all agencies involved and is approved by the Authority.

## **Roadway Safety**

Roadway Safety includes expenditures to promote safety improvements on local roadways as determined by the local jurisdiction. Local jurisdictions will provide an annual report of roadway safety projects completed with Roadway Safety funding as part of the annual independent audit of maintenance of effort for Local Street Repair funding.

Eligible projects that may be funded under this program include, but are not limited to:

- Median barriers and guard rails
- Roadway shoulders
- Traffic signal synchronization
- Acceleration/deceleration lanes
- Emergency vehicle traffic signal pre-emption systems
- Raised fog reflectors
- Turn lanes and pockets
- Safe routes to schools
- Roadway realignments

## **PASSENGER RAIL, BUS AND BICYCLES**

Thirty percent (30%) of the net sales tax revenue generated in the Measure K program will be allocated for passenger rail transit, bus transit, and pedestrian/bicycle projects. The objective of this category is to provide alternatives to the use of automobiles as a means of intercity and commute transportation. This is an important step in improving air quality in addition to enhancing the mobility of persons without access to private automobiles, the elderly, and persons with disabilities of San Joaquin County. It is the intent to use sales tax revenue to match and supplement state and federal funds. All investments in capital items or facilities will be within San Joaquin County or directly service the interests of San Joaquin County residents.

### **Passenger Rail Transit**

Passenger Rail Transit includes expenditures to promote and upgrade commuter rail service provided by the Altamont Commuter Express (ACE) service. This category is intended primarily for capital purchases. Eligible costs include operations. The two primary corridors identified for rail service are:

1. Stockton – Bay Area
2. Modesto – Stockton – Sacramento

Eligible projects that may be funded under this program include, but are not limited to:

- ACE stations
- Track improvements
- Locomotives and rail passenger cars
- Grade crossing controls
- Connections to BART and other transit systems
- Service planning and studies

### **Bus Transit**

Bus Transit includes interregional/intra-city commute, inter-city, and elderly/**persons with disabilities** bus service. Inter-city and Elderly/**Persons with Disabilities** Service promotes both bus service between the cities within San Joaquin County for all trip purposes and specialized elderly/**persons with disabilities** bus service throughout San Joaquin County. Interregional/Intra-city Commute Service includes bus programs to promote peak hour, commute service. To address needs in the next two funding categories, the Authority shall prepare and update every five years a 20-year Regional Transit Systems Plan to allocate monies from this program to promote the ridership on and the efficiency of peak hour, commute time and intercity bus service. The San Joaquin Regional Transit District is to receive a minimum of 50% of the funds allocated from this program for implementing the projects identified above in conformance with the Regional Transit Systems Plan. Local jurisdiction transit programs are eligible to apply for funding provided that, with the exception of **local jurisdictions less than 75,000 in population**, the San Joaquin Regional Transit District and the San Joaquin Regional Rail Commission, none of their Transportation Development Act (TDA) local transportation funding (LTF) is claimed or reclaimed under Public Utilities Code, Chapter 4, Article 8, Section 99400a for local streets and roads purposes, **excluding pedestrian and bicycle facilities**.

### **Interregional/Intra-City Commute Service**

These funds are to provide additional peak hour service to foster more commute trip making on transit. Funding would be available for both capital and operations. Funding could go towards any project that promotes the use of alternative transportation during the commute hours and is available to local jurisdictions providing bus transit service. This funding category is to supplement existing service, not to replace funding for existing service. This program is also available for facilities and the promotion of rideshare alternatives such as carpools, vanpools, and buspools.

Eligible projects that may be funded under this program include, but are not limited to:

- Bus service to employment centers in other counties such as Alameda, Sacramento and Stanislaus.
- Bus service to regional education centers.
- Greater frequencies on existing peak hour intra-city bus routes.
- Express Bus Service on I-5 and Route 99
- Region-wide ride share program
- Park and ride lot locations in San Joaquin County
- Bus Rapid Transit operations

### **Inter-City and Elderly/**Persons with Disabilities** Transit**

Eligible projects that may be funded under this program in the following priority order include, but are not limited to:

- Inter-city bus service between Stockton and the Cities of Lodi, Manteca, Lathrop, Tracy, Escalon and Ripon for all trip purposes.
- Capital purchases such as vehicles for providing transit service in all communities to the elderly, persons with disabilities, and the transportation disadvantaged.
- Operating expenses for transit service to the elderly, persons with disabilities, and the transportation disadvantaged.
- Bus Rapid Transit operations

### **Bus Rapid Transit Capital**

Bus Rapid Transit provides express bus service with fewer stops and higher frequencies that are similar to light rail. Bus Rapid Transit requires priority to be given to buses through traffic signal priority and could allow buses to run on designated high occupancy roadway lanes or separate lanes, including off roadway corridors. Bus Rapid Transit can include interregional/intra-city commute, inter-city, and elderly/**persons with disabilities** bus service. Bus Rapid Transit Capital provides funding specifically for infrastructure to support Bus Rapid Transit service. Local jurisdiction transit programs are eligible to apply for funding provided that, with the exception of **local jurisdictions less than 75,000 in population**, the San Joaquin Regional Transit District and the San Joaquin Regional Rail Commission, none of their Transportation Development Act (TDA) local transportation funding (LTF) is claimed or reclaimed under Public Utilities Code, Chapter 4, Article 8, Section 99400a for local streets and roads purposes, excluding pedestrian and bicycle facilities.

Eligible projects that may be funded under this program include, but are not limited to:

- Dedicated bus lanes

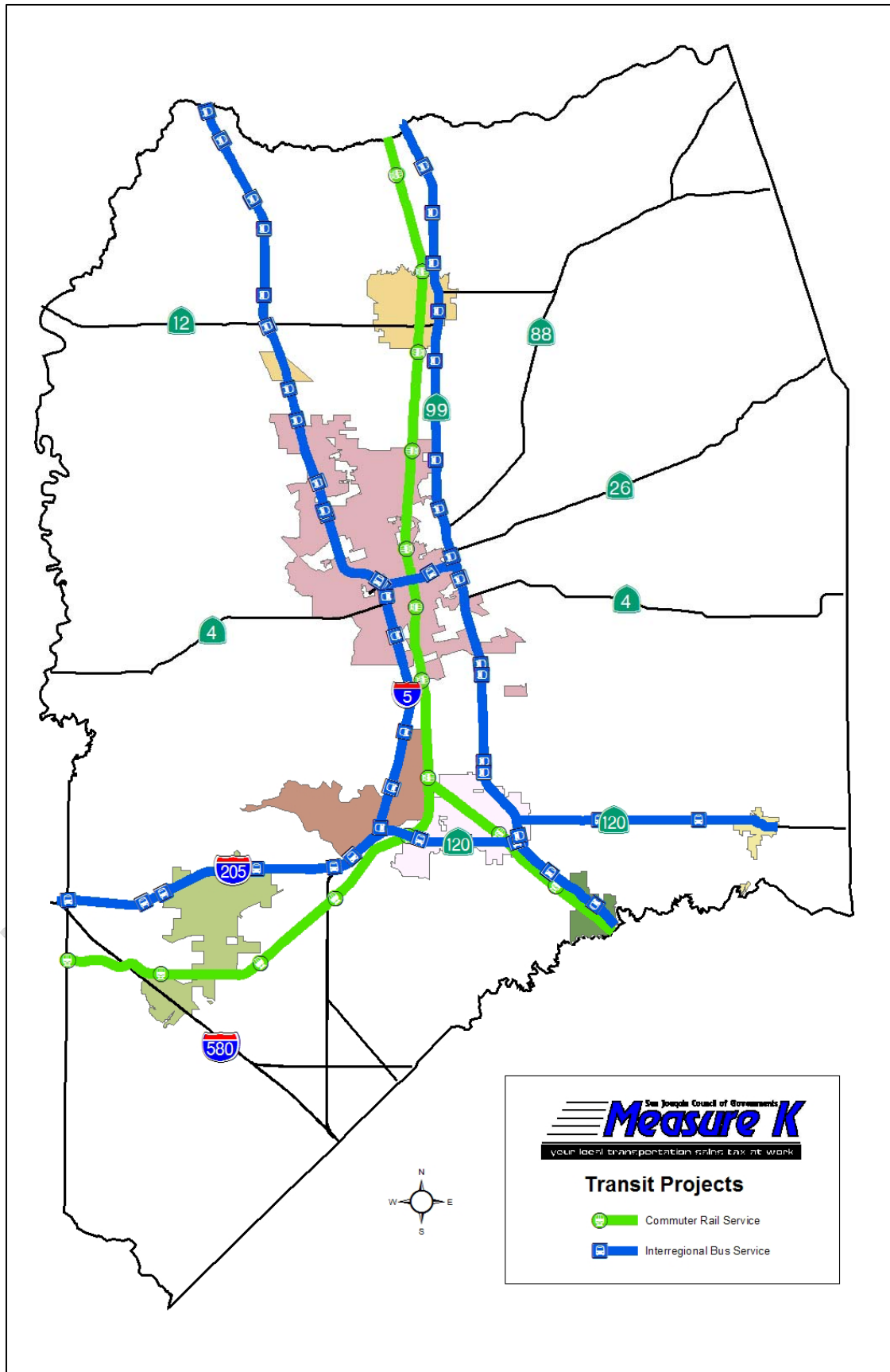
- Stations
- Turnouts
- Fare collection systems
- Traffic signal pre-emption systems for buses

## **Pedestrian and Bicycle Facilities**

These funds are to expand and enhance pedestrian and bicycle safety and facilities within San Joaquin County. These projects may include improving existing pedestrian and bicycle facilities and/or planning, developing, and constructing new facilities. Sixty percent (60%) of the funds will be allocated according to a competitive grant process. Forty percent (40%) of the funds will be allocated to the local jurisdictions according to their proportionate share of the total incorporated and unincorporated population. All local jurisdictions, the San Joaquin Regional Transit District, and the San Joaquin Regional Rail Commission are eligible to apply for the competitive funding. It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented.

Eligible projects that may be funded under this program include, but are not limited to:

- Bicycle commute facilities on separate rights-of-way
- Recreational pedestrian and bicycle facilities
- Traffic calming devices
- Cross walks
- Pedestrian/bicycle overcrossings



## **RAILROAD CROSSING SAFETY**

Two and one-half percent (2.5%) of the net revenue generated under this measure will be allocated to railroad crossing safety projects. Railroad crossing safety projects include grade separation facility projects, meant to separate local roads and streets from railroads, as well as at-grade improvements. Grade separations can be done through the construction of overpasses or underpasses. Funds will be used to match state and local revenues to fund the following list of eligible railroad crossing safety projects. **The Authority will adopt criteria to prioritize the listing.**

### **Escalon Planning Area:**

#### **Escalon BNSF Crossing**

Construct grade separation or at-grade improvements of BNSF railway crossing at location in City of Escalon to be determined through local arterial circulation analysis.

### **Lathrop Planning Area:**

#### **Lathrop Road / UPRR (Westerly)**

Construct grade separation of roadway and railway.

### **Manteca Planning Area:**

#### **Airport Way / UPRR**

Construct at-grade improvements of railway crossing.

### **Lodi Planning Area:**

#### **Harney Lane / UPRR**

Construct grade separation of roadway and railway.

#### **Lodi Avenue / UPRR**

Construct safety improvements of railway crossing.

#### **Lower Sacramento Road / UPRR (near Woodson Road)**

Construct grade separation of roadway and railway.

#### **Davis Road / UPRR**

Construct grade separation of roadway and railway.

#### **Turner Road / UPRR**

Construct grade separation of roadway and railway.

### **Ripon Planning Area:**

#### **Route 99 / Main Street / UPRR**

Reconstruct overcrossing of railway as part of interchange reconstruction project.

#### **Route 99 / Wilma Road / UPRR**

Reconstruct overcrossing of railway as part of interchange reconstruction project.

### **Stockton Planning Area:**

#### **Eight Mile / UPRR (Westerly)**

Construct grade separation of roadway and railway.

#### **Eight Mile / UPRR (Easterly)**

Construct grade separation of roadway and railway.

#### **Airport Way / BNSF**

Construct at-grade improvements of railway crossing.

#### **8th Street / UPRR**

Construct grade separation of roadway and railway.

#### **Lower Sacramento Road / UPRR**

Construct grade separation of roadway and railway.

#### **Morada Lane / UPRR (Westerly)**

Construct grade separation of roadway and railway.

#### **West Lane / UPRR**

Construct grade separation of roadway and railway.

#### **Alpine Road / UPRR (Westerly)**

Construct grade separation of roadway and railway.

#### **Alpine Road / UPRR (Easterly)**

Construct grade separation of roadway and railway.

### **Tracy Planning Area:**

#### **Chrisman Road / UPRR**

Construct grade separation of roadway and railway.



## ADMINISTRATION

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### LOCAL TRANSPORTATION AUTHORITY ADMINISTRATION

The Authority will hire the staff and professional assistance required to administer the proceeds of the tax and carry out the mission outlined in this Expenditure Plan.

- The total administrative cost of salaries and benefits of the staff of the Authority shall not exceed one percent (1%) of the gross revenues generated by the measure. These costs include salaries, wages, benefits, overhead, auditing and those services including contractual services necessary to administer this Plan.
- An annual independent audit shall be conducted to assure that the revenues expended by the Authority under this section are necessary and reasonable in carrying out its responsibilities under the Ordinance.
- The Authority will prepare an annual report, identifying the total expenditures for administration, as well as other costs associated with delivering the program.
- An annual budget will be adopted by the Authority each year. The budget will project the expected sales tax receipts, other anticipated funds, and planned expenditures for administration, programs, and projects. The Strategic Plan can serve as the budget.

### AUTHORITY COMMITTEES

The following committee structure will advise the Authority in the administration of the Expenditure Plan.

- ***The Management and Finance Committee*** will guide administrative and financial decisions of the Local Transportation Authority and is to be composed of City Managers and the County Administrator.
- ***The Technical Advisory Committee*** will serve as the Authority's technical advisory committee and be composed of Directors from the area Public Works Departments, Planning Departments, Caltrans' District 10, the Stockton Metropolitan Transit District, the Air Pollution Control District, and any other agency the Authority so names.
- ***The Citizens Advisory Committee*** will serve to provide community input on project priorities, scheduling, amendments, and any other activity the Authority so designates. The Authority must create a Citizens Review Committee that fairly represents the geographical, social, cultural, and economic mix of the region.

## **STRATEGIC PLAN**

The Authority will prepare a Strategic Plan every two years. The Strategic Plan will be the master document for delivery of the Expenditure Plan projects and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures of the Expenditure Plan
- Serve as annual budget

## **AMENDMENTS TO THE EXPENDITURE PLAN**

The Authority may annually review and propose amendments to the Expenditure Plan to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. The Authority shall act on only one package of amendments per fiscal year. Amendments to the Expenditure Plan must be passed by a two thirds majority of the Authority. The Authority shall notify the Board of Supervisors, the City Council of each city in the county and provide each entity with a copy of the proposed amendment(s). Pursuant to Public Utilities Code 180207, proposed amendment(s) shall become effective 45 days after notice is given, unless appealed under the process outlined in the Ordinance. The Authority shall hold a public hearing on the proposed amendment(s) within this 45 day period.

## **MANDATORY DEVELOPMENT FEES**

All communities in San Joaquin County must have adopted both a local development fee program for traffic mitigation and the Regional Transportation Impact Fee. The Authority shall develop criteria for what qualifies as a local traffic mitigation fee and the Regional Transportation Impact Fee. Should a jurisdiction not have a qualifying local traffic impact mitigation fee and the Regional Transportation Impact Fee in place by the last day of the fiscal year, then all revenue apportioned to that community under the Local Street Repair Program will be reapportioned for the following fiscal year among all the eligible jurisdictions based on the adopted formula.

## **TAXPAYER ACCOUNTABILITY SAFEGUARDS**

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### **LEGAL DEDICATION OF FUNDS**

Measure K funds may only be used for transportation purposes as described in the local ordinance governing this program, including the construction, environmental mitigation of transportation projects, capital activities, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related purposes. These purposes include but are not limited to expenditures for the planning, environmental reviews, engineering and design costs, related right-of-way acquisition, and construction, engineering and administration.

### **MANDATORY ANNUAL FISCAL AUDIT**

No less than annually, the Authority shall conduct an independent fiscal audit of the expenditure of all sales tax funds raised by this measure. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with the San Joaquin County Transportation Improvement Plan as adopted by the voters in approving the sales tax measure on November 2, 2006. In addition, the audit shall determine that Maintenance of Effort requirements and local government participation in both the Regional Transportation Impact Fee Program as well as a local developer fee program for traffic mitigation. The audit shall also insure that no more than one percent (1%) of total sales tax expenditures is used for administrative staff salaries and benefits in implementing this Plan.

### **MANDATORY PLAN UPDATE AND TERMINATION OF SALES TAX**

This Plan shall be updated by Authority every ten years that the sales tax is in effect to reflect current and changing priorities and needs in the County, as defined by the duly elected local government representatives on the Authority Board. Any changes to this Plan must be adopted in accordance with current law in effect at the time of the update and must be based on findings of necessity for change by the Authority. The sales tax authorized to be collected by the voters shall be terminated on March 31, 2041, unless reauthorized by the voters to extend the sales tax prior to the termination date as required under state law in effect at the time of the vote for extension. For the purpose of this and future sales tax extensions, sales tax collected under this plan may be used to reimburse the Authority for costs associated with drafting a successor plan, conducting a Programmatic Environmental Impact Report, and the election.

## STAFF REPORT

- SUBJECT:** Measure K Renewal Preliminary Draft Expenditure Plan
- RECOMMENDED ACTION:** Motion to Recommend the SJCOG Board of Directors Forward the Measure K Renewal Preliminary Draft Expenditure Plan to the Cities and the County for Formal Comments

### DISCUSSION:

In January 2006 SJCOG staff presented a Preliminary Draft Measure K Renewal Expenditure Plan to the SJCOG standing committees for discussion and comment. The results of those discussions indicated that the January 2006 Preliminary Draft Expenditure Plan had reconciled most of the differences in comments received on the April 2005 Administrative Draft Expenditure Plan. The one outstanding issue is the distribution formula for the Local Street Repair and Roadway Safety category.

The Technical Advisory Committee, withstanding the County of San Joaquin, voted in support of the January 2006 Preliminary Draft Expenditure Plan Local Street Repair and Roadway Safety distribution proposal. The January 2006 Preliminary Draft Expenditure Plan proposes a base allocation distributed by the current formula with all increase in funds over the base distributed by the jurisdiction's population percentage of the countywide total as follows:

- The base allocation would be equivalent to the total Local Street Repair funds received by each jurisdiction in 2010 under the current program to provide a minimum funding guarantee and ensure that there would be no drop in actual funding received between the current and renewal programs.
- The base allocation would be further inflated each year by the national Consumer Price Index to provide a cost of living adjustment.
- The distribution of the increase in funding over the base by population provides a dynamic property to the formula to acknowledge changes in the region as it develops over time.
- SJCOG staff calculations estimate that this formula would result in approximately 38% of the total Local Street Repair and Roadway Safety funding going to the County with the remaining 62% of the funding divided among the cities. This could change based on a variety of factors.

The County has requested that there be separate distribution formulas for Local Street Repair and Roadway Safety. According to the County request:

- Local Street Repair funding, constituting 86% of the combined funding, would be distributed per the Preliminary Draft Expenditure Plan formula, however, the County would have an annual minimum guarantee of **40%** of the Local Street Repair funds.
- Roadway Safety funding, constituting the remaining **14%** of the combined funding, would be distributed by the current formula (50% to County/50% to Cities).
- SJCOG staff calculations indicate that the County proposal would result in approximately **42%** of the total Local Street Repair and Roadway Safety funding going to the County with the remaining 58% divided among the cities.

The SJCOG Board of Directors asked that the TAC take one more opportunity to build consensus on a Local Street Repair and Roadway Safety distribution formula. The following are four options to assist in developing an agreement on a distribution formula:

1. Maintain the January 2006 Preliminary Draft Expenditure Plan proposal, but provide the County with an annual minimum guarantee of **40%** of the combined Local Street Repair and Roadway Safety funds. SJCOG staff calculations indicate that this option would result in approximately **41%** of the total Local Street Repair and Roadway Safety funding going to the County.
2. Maintain the January 2006 Preliminary Draft Expenditure Plan proposal, but provide a guarantee to the County of **40%** of the combined Local Street Repair and Roadway Safety funds over the life of the renewal program.
3. Distribute the combined Local Street Repair and Roadway Safety funding by a **2010** base without any cost of living adjustment and the increase in revenues over the base by 50% population and 50% lane miles. SJCOG staff calculations estimate that this option would result in approximately **40%** of the total Local Street Repair and Roadway Safety funding going to the County.
4. Distribute Local Street Repair funding, constituting 86% of the combined funding per the Preliminary Draft Expenditure Plan formula and Roadway Safety funding, constituting the remaining **14%** of the combined funding, by the current formula. SJCOG staff calculations estimate that this option would result in approximately **40%** of the total Local Street Repair and Roadway Safety funding going to the County.

SJCOG staff recommend that under all options the Consumer Price Index be locked at **3%** or held within a range between **2%** and **4%**. **This** recommendation is consistent with the average annual National and California Consumer Price Indexes for the last ten years and provides greater confidence with the estimates of future funding distribution. At the February TAC meeting SJCOG staff will be presenting a Consumer Price Index and real growth rate sensitivity model to review with the TAC how changes in the Consumer Price Index and real growth rate impact the Local Street Repair and Roadway Safety funding distribution. **This** model will also assist in presenting the impacts of an annual minimum guarantee to the County.

At their January 2006 meeting the SJCOG Board additionally directed SJCOG staff to discuss with the Technical Advisory Committee the need for minimum guarantee of Local Street Repair and Roadway Safety funding to the smaller cities. The current program provides a guarantee of \$100,000 to the smaller cities, however, **as** of **this** year all cities have populations that result in their Local Street Repair distributions exceeding the \$100,000 minimum. Members of the SJCOG Board also expressed concern with language in the Preliminary Draft Expenditure Plan that provides the opportunity for the Local Street Repair and Roadway Safety distribution formula to be reviewed every three years. These SJCOG Board members commented that once an agreement is reached, the agreement should remain in place for the duration of the renewal program.

#### **SCHEDULE OF REMAINING ACTIVITIES:**

- SJCOG Board action to distribute the Final Draft Expenditure Plan to the cities and County for review and comment will occur in February.
- SJCOG Board approval of the Final Expenditure Plan is scheduled for April, concurrent with their certification of the Programmatic Environmental Impact Report (EIR) for the Measure K Renewal program.

*Prepared by: Wil Ridder, Regional Planner*

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### Cost of Living Adjustment (COLA) Comparison:

Year	CCCI	National CPI	California CPI	Sales Tax
1995	0.9%	2.8%	1.6%	5.2%
1996	-0.4%	3.0%	2.0%	5.6%
1997	6.1%	2.3%	2.2%	6.6%
1998	2.4%	1.6%	1.8%	6.8%
1999	-0.7%	2.2%	2.8%	11.8%
2000	3.1%	3.4%	3.6%	12.5%
2001	-0.1%	2.8%	3.8%	5.9%
2002	2.1%	1.6%	2.4%	4.2%
2003	1.0%	2.3%	2.3%	5.7%
2004	9.1%	2.7%	2.6%	11.0%
2005	6.3%	3.4%	TBD	TBD
<b>Average</b>	<b>2.7%</b>	<b>2.6%</b>	<b>2.5%</b>	<b>7.5%</b>

**CPI Sensitivity Analysis**  
**MK Renewal LSR and RS Distribution Formula - 2010 Base + 3% CCI and Increase by 100% Population**

(Real Growth of 5.6%)

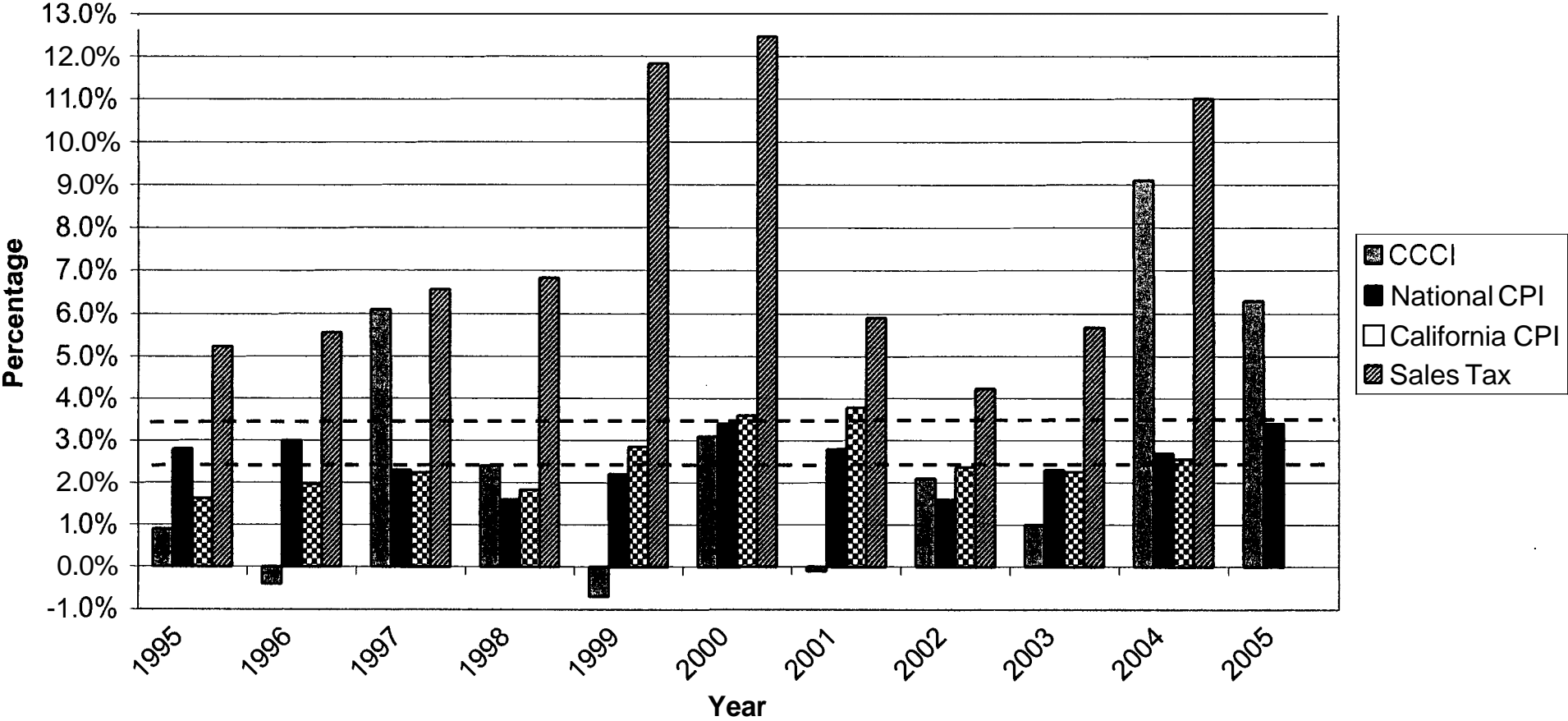
**LSR and RS Distribution Percentage by CPI Percent**

	1%	2%	3%	4%	5%	6%	7%
Escalon	0.9%	0.9%	0.8%	0.8%	0.7%	0.6%	0.6%
Lathrop	3.1%	3.0%	2.8%	2.7%	2.5%	2.2%	1.9%
Lodi	6.2%	6.0%	5.7%	5.4%	5.0%	4.5%	4.0%
Manteca	8.1%	7.9%	7.5%	7.1%	6.6%	5.9%	5.2%
Ripon	1.6%	1.6%	1.5%	1.4%	1.3%	1.2%	1.0%
Stockton	33.0%	31.8%	30.4%	28.7%	26.7%	24.2%	21.1%
Tracy	14.1%	13.6%	13.0%	12.3%	11.3%	10.2%	8.9%
Countv	33.0%	35.4%	38.2%	41.7%	45.9%	51.0%	57.3%
County with 40% Minimum	40.6%	40.8%	41.1%	42.1%	Never Reached	Never Reached	Never Reached

	2.25%	2.50%	2.75%	3%	3.25%	3.50%	3.75%
Escalon	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Lathrop	2.9%	2.9%	2.9%	2.8%	2.8%	2.8%	2.7%
Lodi	5.9%	5.8%	5.8%	5.7%	5.6%	5.6%	5.5%
Manteca	7.8%	7.7%	7.6%	7.5%	7.4%	7.3%	7.2%
Ripon	1.6%	1.5%	1.5%	1.5%	1.5%	1.5%	1.4%
Stockton	31.5%	31.2%	30.8%	30.4%	30.0%	29.6%	29.2%
Tracy	13.5%	13.3%	13.2%	13.0%	12.8%	12.6%	12.5%
County	36.0%	36.7%	37.5%	38.2%	39.0%	39.9%	40.7%
County with 40% Minimum	40.9%	40.9%	41.0%	41.1%	41.3%	41.5%	41.8%



# Cost of Living Adjustment (COLA) Comparison



CITY COUNCIL

SUSAN HITCHCOCK,  
Mayor

BOB JOHNSON,  
Mayor Pro Tempore

JOHN BECKMAN

LARRY O. HANSEN

JOANNE MOUNCE

# CITY OF LODI



## PUBLIC WORKS DEPARTMENT

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City Attorney

RICHARD C. PRIMA, JR.,  
Public Works Director

February 9, 2006

San Joaquin Council of Governments  
Mr. Andrew Chesley, Executive Director  
555 E. Weber Avenue  
Stockton, CA 95202

SUBJECT: Measure K Renewal Expenditure Plan Discussion and Direction

Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, February 15, 2006. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Susan Blackston, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call me at (209) 333-6759.

for: Richard C. Prima, Jr.  
Public Works Director

RCP/pmf

Enclosure

cc: City Clerk